



## NCDOT Prioritization 3.0 Project Summary

**SPOT ID:** H090166-B

**Mode:** Highway

**Status:** Submitted

### US-221

**From/Cross Street:** SR 1325 (Nanney Town Road)

**Specific Improvement Type:** 1 - Widen Existing Roadway

**To:** SR 1781 (Polly Sprout Road) Northern intersection

**Project Category:** Statewide Mobility

**Length:** 2.8

**TIP#:** R-2597B

**Fully Funded in Draft STIP?** No

**Cost to NCDOT:** \$63,800,000

#### Description:

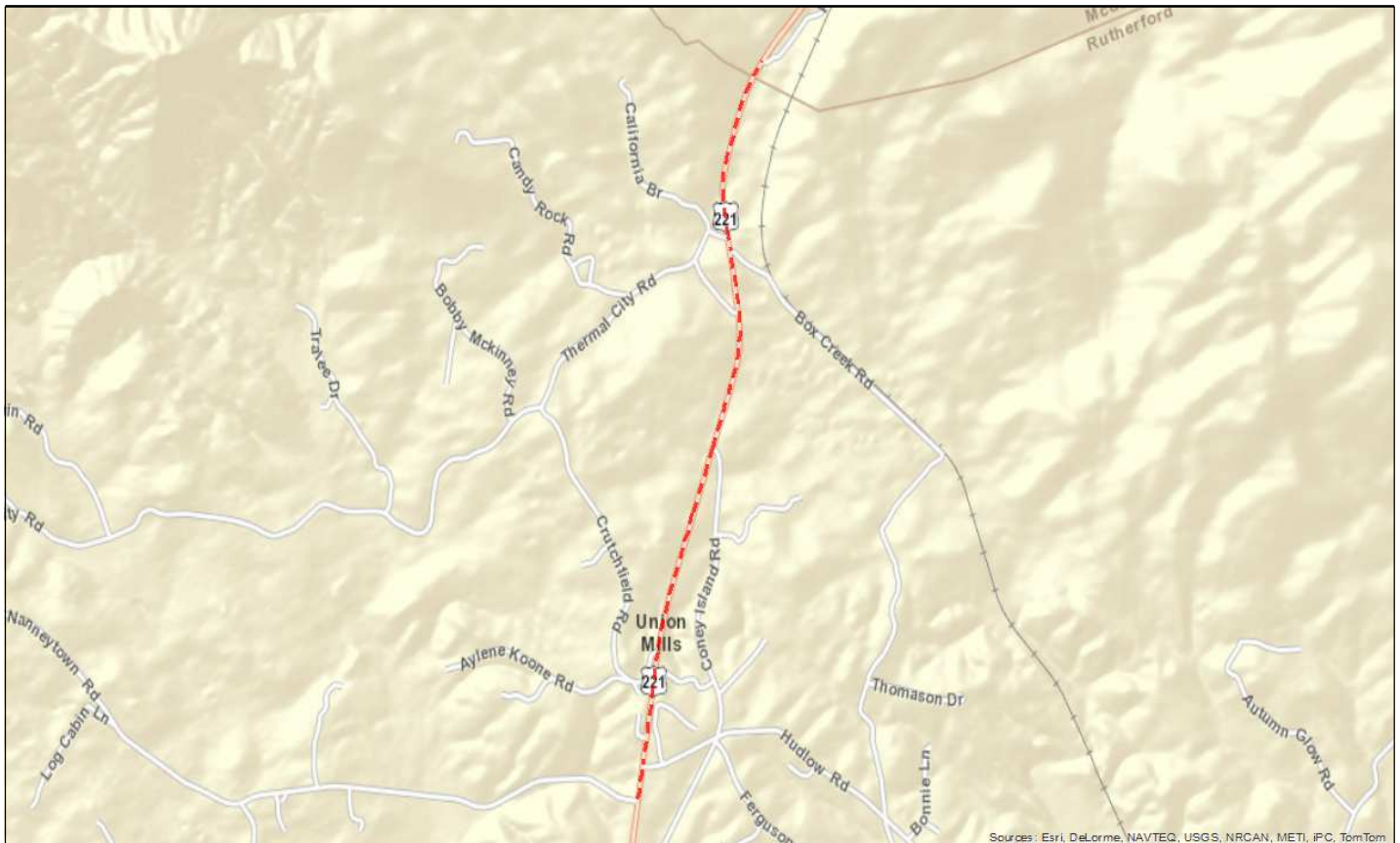
Widen to Multi-Lanes.

**Division(s):** Division 13

**County(s):** RUTHERFORD, MCDOWELL

**MPOS(s)/RPO(s):** Isothermal RPO

### Project Location



**Statewide Mobility Total Score: 7.36**

<b>Quantitative Score</b>	<b>Division Engineer Local Input Points</b>	<b>MPO/RPO Local Input Points</b>
Congestion (V/C) (30%) 13.37 Safety (10%) 29.03 Economic Competitiveness (10%) 0.00 Multimodal + [Freight & Military] (20%) 2.22 [Travel Time] Benefit/Cost (30%) 0.00	N/A	N/A
<b>Totals: Weight: 100% Weighted Score: 7.36</b>		

**Regional Impact Total Score: 0**

<b>Quantitative Score</b>	<b>Division Engineer Local Input Points</b>	<b>MPO/RPO Local Input Points</b>
Congestion (V/C) (25%) 13.37 Safety (10%) 29.03 [Travel Time] Benefit/Cost (25%) 0.00 Accessibility / Connectivity (10%) 21.39	Percent: 15% Points:	Percent: 15% Points:
<b>Totals: Weight: 70% Weighted Score: 8.39</b>		

**Division Needs Total Score: 0**

<b>Quantitative Score</b>	<b>Division Engineer Local Input Points</b>	<b>MPO/RPO Local Input Points</b>
Congestion (V/C) (20%) 13.37 Safety (10%) 29.03 [Travel Time] Benefit/Cost (20%) 0.00	Percent: 25% Points:	Percent: 25% Points:
<b>Totals: Weight: 50% Weighted Score: 5.58</b>		

**Project Data \*****Existing Conditions**

Existing Cross-Section:	
Speed Limit:	55
Length (miles):	2.8
Facility Type:	Two Lane Highway
Access Control:	None
Functional Classification:	Other Principal Arterial
Terrain Type:	Rolling
Lane Width:	12
Paved Shoulder Width:	0
Roadway has Curb & Gutter?	No
Volume (AADT):	3131.35
Capacity:	15500
Volume/Capacity Ratio:	0.2
% Autos:	86%
% Trucks:	14%
Truck Volume:	444.1
Crash Density:	31.72
Crash Severity:	29.71
Critical Crash Rate:	25.69
Crash Frequency:	0
Severity Index:	0
County Tier Designation:	1
Non-Interstate STRAHNET Route?	No
Average Commuting Time:	26
Existing Median Type (for Cost Estimation):	Undivided
Pavement Condition Rating:	99
Actual Congested Speed:	53
Travel Time Index:	1.04

**Project Benefits**

Project Cross-Section:	4A - 4 Lane Divided (46' Depressed Median) with Paved Shoulders
Speed Limit:	55
Length (miles):	2.8
Facility Type:	Multi-Lane Highway
Access Control:	Partial
Functional Classification:	Other Principal Arterial
Terrain Type:	Rolling
DOT Design Lane Width:	12
DOT Design Paved Shoulder Width:	0
Travel Time Savings for 30 Years (Total):	0
Travel Time Savings for 30 Years (Autos):	0
Travel Time Savings for 30 Years (Trucks):	0
Long-Term Employment:	0
% Change in Economy:	0
Provides Direct Connection to Transportation Terminal?	No
Does project upgrade how the roadway functions?	Yes
In CTP or LRTP?	No
CTP/LRTP Name:	
CTP/LRTP Completion Year:	
Submitted by:	Division 13

\* Data reflects calculations which include weighted averages (where applicable) and represent raw output from the Department's SPOT On!line tool and associated databases.

**Project Ownership****Division**

<b>Division</b>	<b>Percent</b>	<b>Regional Impact</b>	<b>Division Needs</b>
Division 13	100%	0	0
	0%	0	0
	0%	0	0
<b>TOTAL Division Points</b>		<b>0</b>	<b>0</b>

**MPO/RPO**

<b>MPO/RPO</b>	<b>Percent</b>	<b>Regional Impact</b>	<b>Division Needs</b>
Isothermal RPO	100%	0	0
	0%	0	0
	0%	0	0
<b>TOTAL MPO/RPO Points</b>		<b>0</b>	<b>0</b>

**Project Cost and Source**

Construction Cost:	\$62,000,000	TIP Unit
Right-of-Way Cost:	\$1,800,000	TIP Unit
Utilities Cost:	\$0	TIP Unit
Total Project Cost:	\$63,800,000	
Other Funding:	\$0	None
<b>Cost to NCDOT :</b>	<b>\$63,800,000</b>	